

FIG. 1

Time Frame Index	Percentage of Difference
5	0.0-2.5
4	2.5-5.0
3	5.0-7.5
2	7.5-10.0
1	10.0-12.5
0	Above 12.5

FIG. 2A

42

44

Velocity Rating Table

Time Domain Index	Time Frame Index					
	5	4	3	2	1	0
5		<10%	—	—	—	—
4			<5%	—	—	—
		>95%		<2%	—	—
3				<5%	—	—
		>95%			<2%	—
2					<5%	—
			>90%			<4%
1						<10%
0						>10%

22

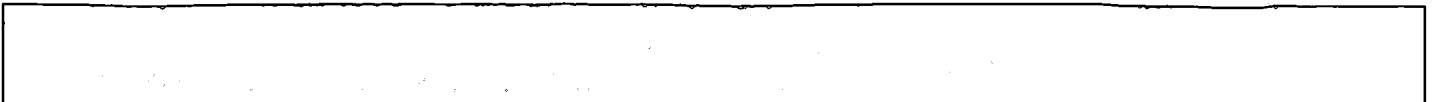
FIG. 2B

Frequency Rating Table

Frequency Index	5	4	3	2	1	0
First Large Peak	0-5%	5-10%	10-15%	15-20%	20-25%	>25%
0-50 Hz						
50-400 Hz	0-10%	10-20%	20-30%	30-40%	40-50%	>50%
220-370 Hz	0-25%	25-50%	50-75%	75-100%	100-125%	>125%
400-600 Hz						

70

FIG. 3A



54	Regions	56 First Large Peak	58 0-50 Hz	60 50-400 Hz	62 220-370 Hz	64 400-600 Hz
	Calculations	Magnitude	Area	Area	Area	Area
	Coefficients	1.0	1.0	1.0	1.0	1.0
	Objectives to Evaluation	Low Frequency Accuracy		Majority Algorithm Effective Range	CAE Connections	High Frequency Requirement
	For Algorithms	Vel. & Acc.	Vel. & Acc.	Vel. & Acc.	Acc.	Acc.

FIG. 3B

Overall Table Index		
Rating Index	Single Point Sensor System	Advanced Restraint System
Velocity	Same as Velocity Rating Table	
Frequency	Min (Max (First Large Peak, 0-50 Hz), 50-400 Hz) ①	0.7 * (Max (First Large Peak, 0-50 Hz)) + 0.3 * (50-400 Hz)
	Min (Max (First Large Peak, 0-50 Hz), 50-400 Hz, 220-370 Hz, 400-600 Hz) ②	
Overall	Min (Velocity, Frequency)	0.6 * Velocity + 0.4 * Frequency
Note: ① for Velocity Base and ② for Acceleration Base Algorithm		

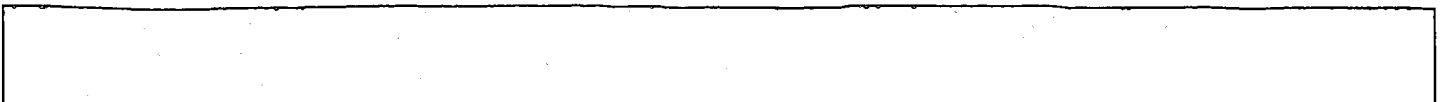
FIG. 4

76	Location	Tunnel	Front Crash Sensor
78	Zero Index Accumulation of Velocity Rating	>20%	>30%
74	Combination of Frequency Rating	No	No
	Overall Rating	0	0

FIG. 5

Index Table		
Index	Level	Comments
5	High	CAE Will Be Used in Sensor Algorithm Calibration as Simulated
4	Low	Test Condition.
3	High	CAE Will Be Used in Sensor Algorithm Calibration as One of
2	Low	the Test Variations.
1	High	CAE Will Be Used as Reference Only.
0	Low	

FIG. 6



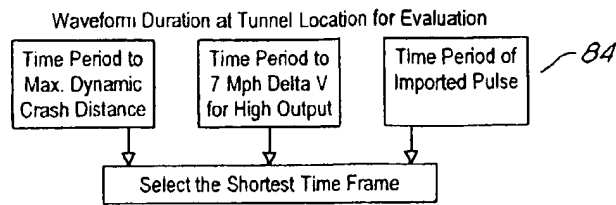


FIG. 7

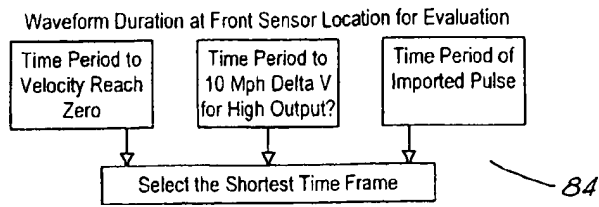


FIG. 8